



**DEPARTMENT OF THE ARMY**  
CHIEF OF ENGINEERS  
2600 ARMY PENTAGON  
WASHINGTON, DC 20310-2600

APR 30 2015

DAEN

SUBJECT: Green River Locks and Dams 3, 4, 5 and 6 and Barren River Lock and Dam 1, Kentucky

THE SECRETARY OF THE ARMY

1. I submit for transmission to the Congress my report on the deauthorization of unused navigation facilities on the Green and Barren Rivers in Kentucky. It is accompanied by the reports of district and division engineers. These reports respond to Section 216 of the River and Harbor and Flood Control Act of 1970 (P.L. 91-611) which authorizes investigations for modification of completed projects or their operation when found advisable due to significantly changed physical or economic conditions and for improving the quality of the environment in the overall public interest.
2. The reporting officers recommend that the Green River Locks and Dams 3, 4, 5 and 6 and Barren River Lock and Dam 1 be deauthorized for the purpose of commercial navigation. Locks and Dams 1, 2, 3, and 4 on the Green River and Lock and Dam 1 on the Barren River were built by the Commonwealth of Kentucky prior to 1886 and purchased by the U. S. Government under authorization of the River and Harbor Act of 11 August 1888. The U.S. Army Corps of Engineers (USACE) made facilities at Green River Lock and Dam 5 and Green River Lock and Dam 6 operational in 1900 and 1906, respectively. USACE modified and improved the system to provide slack water navigation from the mouth to the city of Bowling Green at mile 30 on Barren River. Green River Lock and Dam 4 failed in 1965, and commercial navigation has not occurred upstream of it since that time. The operation of Green River Lock and Dam 3 ceased in 1981 due to a lack of traffic. Since their closures, the facilities have been maintained by USACE in a caretaker status. Green River Locks and Dams 1 and 2 are still operational.
3. The recommended plan is to deauthorize commercial navigation at Green River Locks and Dams 3, 4, 5 and 6 and Barren River Lock and Dam 1. Following deauthorization of commercial navigation at these facilities, USACE will dispose of these properties and facilities through existing Army regulations and General Services Administration procedures, unless Congress provides specific disposal authority. USACE will address public safety concerns, which primarily relate to the risk of injuries associated with unauthorized entry to the properties to be deauthorized, by installing barricades on miter gates, as well as updating signage at each site. This maintenance work will be funded through the established operation and maintenance budget process.
4. The recommended plan minimizes adverse social impacts, causes no further negative environmental impacts and facilitates future disposal of the properties in the most efficient manner. Coordination under Section 7 of the Endangered Species Act of 1973 is concluded.

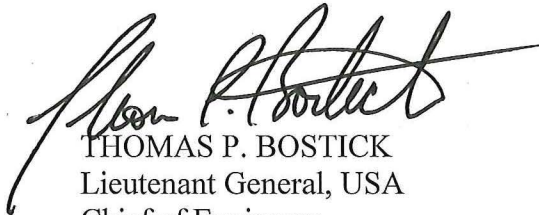
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Though not required as a part of the recommended plan, consultation under Section 106 of the National Historic Preservation Act of 1966, as amended, will be required in conjunction with any future disposal action. There may be minimal activities and costs associated with care and custody as well as real estate administrative costs until the real property disposal is complete.

5. I concur with the findings, conclusions, and recommendations of the reporting officers. Accordingly, I recommend that the Green River Locks and Dams 3, 4, 5, and 6 and Barren River Lock and Dam 1 be deauthorized in accordance with the reporting officers' recommended plan.

6. The recommendations contained herein reflect the information available at this time and current departmental policies governing formulation of individual projects. They do not reflect program and budgeting priorities inherent in the formulation of a national civil works construction program nor the perspective of higher review levels within the executive branch. Consequently, the recommendations may be modified before they are transmitted to the Congress. However, prior to transmittal to Congress, interested states, federal agencies, and other parties will be advised of any significant modifications and will be afforded an opportunity to comment further.



THOMAS P. BOSTICK  
Lieutenant General, USA  
Chief of Engineers